

Southern Connections.

There is a report that some negotiations in regard to arrangements to southern connections are afoot. The Baltimore and Ohio railroad controls the Orange and Alexandria railroad, extending to Lynchburg, Va. The same road is building a road from Lynchburg to Danville, where it will strike the Richmond and Danville road, controlled by the Pennsylvania road. By a change of gauge on a short extent of road a magnificent through connection to Atlanta, Mobile, and New Orleans may be effected. The line is, however, largely controlled by the Pennsylvania Company, and it was rumored that some proposition as to a connection with the late conference, but from a careful inquiry it cannot be discovered that anything more than an intimation that it would be desirable to effect some arrangement was made. Such a connection would be of great moment to Baltimore, as it would make the center of a complete railway system through the South.—*Baltimore American of Saturday.*

Rumors are thick as autumn leaves about the matters referred to in this paragraph from the *American*. As far as we have been able to ascertain the facts and probabilities, we feel authorized to say that no contract with regard to the route via Lynchburg and Danville has been entered into between the Baltimoreans and the Pennsylvanians, who are supposed to have a controlling power over the Danville and Piedmont roads.

The *American* alludes to the desirability to Baltimore of a change of gauge at Danville and down to Charlotte to suit the gauge of the Baltimore line. As our readers all know it is this prospective change of gauge that has initiated the discussion about the change of gauge from Danville to Richmond. If Baltimore can be accommodated with a gauge to Charlotte it would be folly indeed for Virginia to refuse to change the Danville gauge.

There is to be an effort made to repeal the clause in the general railroad law authorizing railroad companies to construct branches ten miles long. The repeal of this clause, it is contended, will prevent the Baltimore road from constructing a line beyond its terminus into North Carolina. Should then there be no power to change the gauge of the Piedmont line the Baltimore road cannot go through to Charlotte on a four-foot eight and a half inch gauge.

As things stand we should prefer to see the North Carolina roads changed to a five-foot gauge, so that our communication upon that gauge will be unbroken to the Gulf. But to be wise and practical we must accommodate ourselves to the situation, and take that course which will best protect us. We repeat, that if the Baltimoreans get by Danville on the four-foot and a half gauge then we must have that gauge from Richmond to Danville, or we shall lose a good part of the very best and most promising trade that we have.

Wars about Gauges.

Virginia has had several wars about gauges. In '53-'54, we believe, was the great war between what were styled the "broad" and the "narrow-gauge." It was fought ostensibly upon the relative merits of the two gauges, but there was a bit in the meat in that case which has frequently since shown its paw. The broad or five-foot gauge was attempted to be forced upon the then Covington and Ohio road as a condition of an appropriation to that road, now the Chesapeake and Ohio railroad.

That was the first very bitter railroad war in the Virginia Legislature. It cut up the internal improvement party, and frustrated the policy of the party to such a degree that the appropriation to the Covington and Ohio railroad was defeated at the session in which the war was waged, and the improvement was so staggered that it made very little headway up to the time of the war.

Since that day we believe the engineering world has settled the question between the five feet and four feet eight and a half inches in favor of the latter, which is understood to be better for motive power and for transportation in every sense. The wide-gauge roads have been, many of them, gradually changed, and the narrower gauge of four feet eight and a half inches laid down in lieu of them. There are yet narrower gauges which have gained in the favor of engineers. But independent of the relative merits of the gauges, the question of uniformity of gauge is taking its place of importance in the public mind. That trade and travel should have the greatest possible facilities of transportation and the greatest amount of freedom is now a policy recognized as best for all by the most intelligent and wise of public men.

What an idle proposition it is that any town or city should be favored with every facility to bring in things, but should obstruct their exit—that it should become a trap, out of which nothing could go! It should be remembered that no city can enjoy exclusively this business of *trapping commerce*. It is a game that all would attempt, and in the playing of which there would be general hostility, and every community would be seeking advantage by incommoding the public and obstructing trade. That would be a pretty state of things indeed!

We trust that we may live to see a uniform gauge of railways throughout the Union. Be it the "five-foot" or "four-foot eight and a half inches," it matters little so one prevails. One happy result would be the end of the wars about "gauges."

The New Massachusetts Senator.—The Boston Journal says:

"Most certainly General Butler will not regard the election of the gentleman who has twice driven him out of the State Republic Convention as a result which brings him even a crumb of comfort."

Governor Washburn is the present Governor of Massachusetts, and is the man who twice beat Butler for the nomination. It is not doubtful, however, that the South will fail to gain from Washington. He is as bad as Sumner, Butler, or Wilson. The whole tribe hate the South.

If the Dispatch knew the escape it has had, it would burn an end of candles to its patron saint. Our eyes are not bad, and we first read "the man who parts his hair in the middle." We immediately oiled up our derringers and sent for a friend, but further proceedings were found unnecessary on a correct reading of the text.—*Petersburg News.*

We thought it was "another fellow" whose eyes are bad. If both of these burghers are blind, we don't know but we shall have to get derringers ourselves.

We can't publish advertisements of any school, however good, in the guise of communications. "The Pay of County Superintendents of Schools" seems to us to be (though unintentionally) a communication of the proscribed kind.

"One-Sixth."

Viewing the question about the effect on the trade of this city from a change of gauge of the Danville road in its practical sense and freed from railroad partisanship, and taking as the basis of estimates the Richmond *Whig's* statement of the relative freights brought to Richmond by the Danville road from beyond Burkeville and those delivered to that road at Burkeville by the Atlantic, Mississippi and Ohio railroad, what do we find?

The *Whig* claims "one-sixth" of the whole freights of the Danville road at Richmond as coming from the Atlantic, Mississippi and Ohio. It is more important to save the "one-sixth" than it is to save the five-sixths—i. e., if the break at Burkeville must lose the "one-sixth," an assertion that is put forth and which we do not believe.

Why should it be lost? Colonel Brown seeks the prosperity of the Danville road and avows friendship for Richmond, and we all know how devoted General Mahone is to Richmond, and how earnestly our *Whig* neighbors have proclaimed it. Now, if these gentlemen are both friends of this city, co-operating for its benefit, we ask, how, in the name of common sense and common fairness, can they combine to cut off from Richmond the "one-sixth" of freights above alluded to. Mr. Brown promises, in the event of a change of gauge, to transfer all the freight that is offered by the Atlantic, Mississippi and Ohio free of additional cost and without any considerable delay.

We cannot see how any man can question his ability to do so. Look at the amounts of leading articles that come from the Atlantic, Mississippi and Ohio. According to the statement of the secretary of the Chamber of Commerce, sought and accepted and published by the *Whig*, the whole amount of leaf tobacco taken on by the Danville railroad at Burkeville and between Burkeville and Richmond last year was 7,066,481 pounds—equal to about 6,000 hogheads! A mere bagatelle.

On the same authority the whole amount of manufactured tobacco from the same point was 731 pounds—half a dry-load. And the whole amount of wheat from the points as aforesaid was 229,508 bushels—about ten days' grinding for our mills.

These are the main articles of produce moved by our Virginia railroads. There are others, but they are inconsiderable. Now so small a freight can be easily handled, and when there is no hostility and no competition at the place of the transfer of freights, how can we assume that there will be obstacles in the way of transfer of this amount of freight?

Really this cry of injury at Burkeville from an alleged gauge is making a mountain of a mole hill.

The exaggerated representations on this point are nothing in considering the best means of protecting ourselves at the real point of danger—Danville. The true policy of the people of Richmond is to put the place of break of gauge and transfer as far away from her as possible.

General Grant and the Bulls and Bears.

General Grant's laconic discourses to the committees from Boston and New York are quite unique. They are unexampled, frank, and enigmatical at once. That is General Grant. How refreshing to the New York bears to be informed that they had their peculiar opinions, and that probably if he (General Grant) lived in New York he might think as they did; but then it must be remembered that there was a large population and much country outside of New York to be consulted in the matter of the currency. Very true; but far more sharp was his comment upon the Bostonians, the argument of whose chairman the President said would have decided him in favor of inflation if he could be influenced by any argument to take that side of the question. But the fact was, the Boston speaker undertook to condemn the practice of selling gold in New York, and that has been ordered by the President. He can't stand attacks upon his policy, and least of all, his financial policy. The Bostonians were stupid.

We think the money dealers are carrying their attacks upon Congress and their threats of the President to a most impolitic extreme. They would better display a little more modesty as well as a little more justice in their conduct. Men who during the panic urged the Executive to let out more paper money are not the most consistent advisers in favor of contraction and consequent pressure.

Whatever General Grant may do he did not say much to please money rings and stock waterers—the men who issued a fictitious currency of some thirty-odd millions during the money famine of last fall.

Our Washington correspondent (not "Timon") is hereby informed that we are not disposed to censure Senator Lewis and Hon. J. Ambler Smith for the act of which he complains.

The merchants will of course pay their license tax under protest, and test the constitutionality of the same. Such a law can hardly stand judicial scrutiny.

Query.—In the United States Senate last Friday Senator Tilton said it was a serious question whether in saving the Union we had not lost the States.

WHAT EXPANSION MEANS.—The Montgomery (Ala.) News says:

"The inflation measure (so called) is a great and crowning victory for the West and South. It means that Radical Massachusetts and Radical New England are defeated. It also means the final destruction of the Radical war party of destruction, folly, and crime. Thank God for this!"

It is just so that we look at it. And Grant is a western man.

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